PUDUKKOTTAI STATE
NATIONAL WAR FRONT BUREAU

BULLETIN] SEPTEMBER 26, 1942 [No. 114

LECTURE CXIV.

BRITAIN IN HER THIRD YEAR OF WAR.

THE MAGINOT PHASE. To recall the complacency of the Maginot phase one has to grasp fully Britain's genuine desire for peace and the earnestness with which she tried to come to an understanding with Germany and avoid in the process the horrors of the arbitrament of war.

Mr. Chamberlain said after Munich : " *I have no doubt looking back, that my visit alone prevented an invasion for which everything was prepared*".

So when Britain, in the interests of peace and the fulfilment of her pledges declared war on Germany, she was aware of the lee-way she had to make up to challenge successfully the organized might of Germany.

CHURCHILL SPEAKS. In May, 1940, Mr. Churchill said : " *It would be foolish to disguise the gravity of the hour. It would be still more foolish to lose heart and courage or to suppose that well trained, well equipped armies numbering three to four millions of men could be overcome within the space of a few weeks or even months by a scoop or raid of mechanized vehicles* ".

After the heroic episode of Dunkirk, said Mr. Churchill on June 4: " *British losses exceeded 30,000 in killed, wounded and missing perhaps a third as many as were lost in the opening days of the battle of March 21, 1918. Losses in material were enormous, nearly 1,000 guns, and the transport and armoured vehicles, of the Army in the north, which meant a further delay in the expansion of British military strength. This equipment, the first fruits of what British industry had to give, was gone.*"

THE STRUGGLE FOR SURVIVAL.

THE BATTLE OF BRITAIN. The Battle began on August 8, 1940, with attacks on convoys near the coast and in the Thames estuary ; ports and aerodromes along the South and S. E. coast were bombed ruthlessly. August 15, was the date fixed for invasion. On that day Goering concentrated **400 planes,** bombers, and fighters in a single attack on Portsmouth ; **180** were brought down by the R. A. F. **On two days 600 planes a day** took part in the battle ; **245 of them were brought down on land or in the sea.** Those which escaped to London suburbs and Croydon did not return to their base. England had "*won the first innings.*" In the thick of this deadly fight, the R. A. F. continued to bomb aerodromes, naval bases and factories in Holland, France and Germany itself.

At that moment of supreme trail England indeed was to quote Mr. Churchill ***" the sole champion of the liberties of all Europe ".***

THE BATTLE OF LONDON. On September 5, began the battle of London, the prelude to invasion according to Berlin. Hitler boasted. ***" Whatever happens, England will be broken."*** The invasion of England was in the offing. "*Next week*", declared Mr. Churchill on September 11. "*may be a very important week in our history*". The invasion did not come. But London was kept in a state of alert up to October 5. There were 38 big daylight attacks.

There followed a systematic attempt at destruction and slaughter which lasted, for weeks and which the people of London endured with stoic heroism. Under a rain of bombs and incendiaries, normal activity continued. In this period of trial and danger, the Premier was the embodiment of the fight to the finish, of confidence, hope and the will to live and to conquer. He became the articulate soul of the nation.

The R. A. F. acquitted itself admirably. On September 7, the first day of the Battle of London 103 machines were destroyed and 299 airmen were killed. On 7th, 208 airmen and 52 machines ; on 11th 89 machines and 183 airmen. The record was reached on September 15. 500 planes were hurled on London. The enemy lost 185 planes and 516 pilots. Britain did not lose more than 250 killed in all the armed forces.

The invasion did not come and the Battle of London cost Goering 883 planes and more than 2,500 airmen.

PROFIT AND LOSS. **During this tragic phase of Britain's struggle for survival, Hitler had killed in day-time raids 1,700 people and injured 3,360 ; in night raids he had killed 12,581 and injured 16,965.** The damage inflicted on convoys, ports, aerodromes, factories and warehouses was considerable. Communications were interrupted but not so

much as seriously to hamper production. The R. A. F. did not only keep its defensive strength intact, but also increased its offensive power. *Hitler, certainly lost 2,375 planes and many more were rendered unserviceable.*

THE MIDDLE EAST FRONT.

In December 1940, General Wavell not yet fully equipped, ordered an advance an Tobruk. The Italians, although superior in numbers, fell back from one position to another. By February 8, 1941, Benghazi was taken and 10 Italian divisions were annihilated. The people at home derived incalculable confidence from Wavell's brilliant strategy. So also the heroic 7 million Greeks against the 45 millions of the Italian Miscalculator.

The Italian Empire in E. Africa extended over 700,000 sq. miles, defended by an army of 400,000 (including 36 generals), equipped with 1,000 guns and hundreds of tanks. By mid summer 1941, the British wiped out the whole army with the exception of a few stragglers. Within five years of his exile, Haile Selassie was restored to his throne.

Wavell could easily advance beyond Benghazi. But not at the cost of the call from Greece. Four divisions were sent to assist the gallant ally. But the odds against the Greeks were insuperable. The British forces had to effect a fighting withdrawl. Out of 57,757, 44,865 were evacuated.

At the same time, the Nazis engineered a revolt in Iraq. But because of the fighting in Crete, large scale enemy reinforcements could not be sent, Crete was lost, but Iraq was saved. **To-day it is an important bastion in the fight for the Caucasus.**

And Syria was occupied by the Allied forces in June, 1941.

Hitler was now obliged to intervene on behalf of the Italians in North Africa. The despatch of M. E. forces to aid the Greeks had seriously weakened the defences of Cyrenaica where besides a garrison in Tobruk, only one division of infantry and a motor brigade had been left. In the ensuing seven months, the Tobruk garrison played a glorious part in the Battle for Egypt.

In November, 1941, Gen. Auchinleck (the C-in-C. M. E.) challenged the German Afrika Korps. In 36 days he advanced 400 miles to Benghazi, wiped out ⅔ of Gen. Rommel's forces, dostroyed his 386 tanks and killed or captured 22,000 Germans and 39,000 Italians for a British loss of 18,000.

General Rommel made a remarkable recovery from this disastrous defeat. In May, 1942, he launched a counter-offensive. He advanced up to within 270 miles of Alexandria and there he has remained for the last two months. During this period, the R. A. F. has constantly pounded his troop concentrations and communications.

THE BATTLE OF THE ATLANTIC.

On February 24, 1940, Hitler declared: "*It is now that submarine warfare will begin*". At the end of February the war on the sea and in the air did indeed redouble in vigour. The weekly losses often reached the average of 100,000 tons and more. German propaganda boasted of a "*hecatomb of cargoes*". The battle of the Atlantic became, in the words of Mr. Churchill "*one of the foremost of the war.*" In fact, it was a new and wider form of the Battle of Britain.

But the British Navy did not only do its duty but maintained its power and mobility. This was proved in March by the brilliant expedition to the Lofoten Islands and the Battle of Cape Matapan. On November 27 and 28 at Cape Matapan in the Ionian Sea, Italy lost about half a dozen ships—10,000-ton cruisers and one battleship of the Littono class (35,000) which was badly damaged and probably sunk. This occurred when Mussolini had just lost 50,000 men in a completely useless offensive which he had himself directed in Albania.

THE STRUGGLE OF PRODUCTION.

THE CONVERSION OF INDUSTRY.

In 1938, the British Government used up only 1/5 of the national resources; by 1941 the figure was more than one-half. This conversion has been effected in three ways: first, direct control of labour; second, the emphasis on 'essential' needs; third, increased taxation and rationing.

THE MOBILISATION OF LABOUR.

Labour on non-essential services has been abolished. Women are conscripted to do auxiliary service. Strict economy is practised in the production of commodities for civilian use. Expenditure on capital construction has been legally limited. The result has been the regimentation of all available man-power for winning the war.

60,000,000 people, 66% of the total man-power between the ages of 14 and 65 are working full-time in the Armed Forces, Civilian Defence or War Industry. Every fit man between 18½ and 51 has been drafted into the Forces. 1,500,000 people are engaged in civilian defence work, 4,500,000 in the Fire Guard and about 2,000,000 in Home Guard.

7,000,000 women are engaged in war work and 5,500,000 are working in industry. Millions of men are working part-time.

Seven out of every ten boys between the ages of 14 and 17 are doing war work.

6,500,000 workers in essential industry cannot quit their work or be dismissed except by permission of the Government.

DISPERSION OF FACTORIES. The indiscriminate bombing of England during the latter half of 1940 was intended to dislocate and disorganise Britain's power of production. As a measure of safeguard, therefore, factories were "dispersed." As Mr. Churchill said in December 1941 : "A great Bristol firm was dispersed into 43 sub-centres. I can give instances of dispersion to 20, 30 or 40 sub-centres. The strain on transport, the intensive dislocation of labour power were attacked by a skilled distribution of men and material appropriately camouflaged from Goering's curious eyes."

THE PRODUCTION OF PLANES. In December 1940, Lord Beaverbrook was able to tell the nation that "*in four months from August to November, the output of aircraft in London was double the output of last year.*" This despite the Battle of London. During the succeeding months, Britain's armament production has soared to a phenomenal degree. *87% of the R, A. F. planes operating from home bases and 75% at bases abroad are British made.* In the huge raids on Cologne on May 30, 1942 all of the 1,000 bombers employed were British made. In 1941, Britain sent to battle fields abroad 9,781 planes, over four times the number she imported.

THE PRODUCTION OF TANKS. Britain is now producing twice as many tanks as in August 1941, three times as many as in February 1941 and five times as many as in August 1940. To foil enemy bombers, parts are made in 6,000 small shops and then assembled in underground quarries converted into factories.

THE PRODUCTION OF SHIPS. Ships are vital to Britain's existence. She launched 1,250,000 tons in 1941. Naval tonnage produced in the last quarter of 1941 was four times as great as that produced in the last quarter before the war and merchant tonnage twice as great. The scrap-saving campaign yielded metal enough to produce 800 destroyers.

THE PRODUCTION OF GUNS. Britain's production of big guns has risen to 40,000 a year, with 25,000,000 rounds of ammunition. Besides she produces millions of small arms with 2,000,000,000 rounds of ammunition.

It was in view of this stupendous progress that Mr. Lyttleton was able to say in June, 1942 :—"**We have increased our production of all war weapons as a whole by 100% during the last 12 months.**"

THE PRODUCTION OF FOOD. Britain has mobilised its fields as well as its factories. 6,000,000 more acres are now under culivation producing double the quantity before the war. Britain is now the most highly mechanised farming country in Europe.

TIGHTENING THE BELT. To save shipping space, the people have willingly accepted severe rationing of almost all foods. No one can buy more than 2 ounces of butter and more than 2 ounces of tea a week. Many fruits are completely unobtainable. Yet workers are provided special meat rations.

TURNING DOWN THE TROUSERS—CLOTHES. Clothing is strictly rationed on a coupon system. The arrangement releases 300,000 tons of shipping a year and some 750,000 workers for transfer to service in the Forces or War industry.

THE DEMAND FOR SACRIFICE.

The demand for sacrifice has met with an overwhelmingly spontaneous response. The people have gone in for war savings in a big way. Over £4,000,000,000 have already been raised from a population of 47 million - an average of £79 per head. Over a third of the total sum has been raised in small savings.

In 1919, 1 million weekly wage earners paid Income-tax amounting to about 2 million pounds. By 1941 the number had risen to five and a half times (5,500,000) and the amount to fifty times.

Excess profits are taxed 100%. Income-tax on an income over £20,000 a year is 50%. Surtax brings it up to 97½%. On an income of £750, a married man pays 33%; on an income of £6,250 he would pay 60%,

For every pound spent on defence in 1938—39, Britain is spending over 16 pounds in 1942. In June 1942, Government expenditure was 15,000,000 pounds a day.

THE PROBLEM OF DISTRIBUTION.

In 1940, Britain was faced with the problem of existence; in 1941 with that of production. To-day she is faced with the problem of distribution. In the last six months of 1941, Allied shipping losses averaged 180,000 tons a month. The losses to-day are the same as they were during the peak period of the U-boat offensive in 1941. Nevertheless, at the end of 1941, Britain and America alone had a total pool of 25 million tons. By the end of June 1942, on the other hand, the Axis lost between seven to eight million tons out of her meagre resources. With Canadian and U. S. help, with the stepping-up of its own production, with a comprehensive intensification of the German U-boat construction yards, Britain and the Allies on an objective statistical basis compiled by the U. S. magazine "Fortune" should have a net gain of 40% in their shipping at the end of 1943. Britain will face this problem, even as she has faced the others and resolve it successfully even as she has resolved the others. Her will to win is the unshakeable guarantee for the victory of the 28 other United Nations.

WEEKLY WAR SUMMARY.

19—9—42 to 25—9—42.

Russia.—At the principal nodal points along the two thousand miles of the Russian battle line the struggle continues unabated. At the extreme ends, both north and south General Winter has appeared earlier than usual. Snow is falling in the Arctic, and over the CAUCASUS. In the MURMANSK front, up in the north, the Russians have made a landing, at MOTOVSKI. At one end of the LENINGRAD area, at SINYAVINO, across the communication lines from Lake Ladoga, the Nazi forces are in the grip of the Soviet pincers. At the other end, KRONSTADT's guns are pounding the German positions. Soviet forces are steadily advancing in the KARELEAN, VOLKHOV, and RZHEV-VIASMA sectors, while Moscow is quietly preparing for another winter, ready to give a warm reception to the *Luftwaffe* if it should visit. The Soviet menace at VORONEJ to the whole German southern army continues. VORONEJ may yet prove an Achilles heel to the invader and turn the tables upon him. At the southern end TUAPSE on the Black Sea eludes the enemy's grasp and is still as far from him as it was when he took NOVOROSSISK. In the MOZDOK area, in spite of a new German offensive and the Nazi claim to have taken TAREK and VLADIMIROVKA, the enemy is still as distant as ever from the coveted GROZNY oil fields.

STALINGRAD of course, is the fiercest storm centre and its fate now depends principally on a new counter-offensive which Timoshenko has started north of and outside the city and on the flow of supplies and reinforcements across the Volga. Though it is true that both sides now stand with their backs to a river, the Volga for the Russians, and the Don for the Germans the Russian situation is worse as the Soviet forces are pinned between the two rivers. STALINGRAD, therefore, is now a beleaguered city, though it would be equally true to say that it is also a battle-field over the 25 miles along which the city sprawls on the banks of the Volga. While the German penetration is deepest only in the northern part of the city, the whole area is now generally exposed to a terrific fire, with the tanks crashing through the streets. Here is a picture of the hell let loose over STALINGRAD :—

'Marshal Timoshenko's forces, fighting grimly yard by yard in the shattered streets of STALINGRAD are making the Germans pay a fearful

price for each advance. A thick pall of smoke dyed crimson by the glow of numerous fires hangs over the suburbs. Baulked in his attempt to take the city by a direct frontal attack Marshal Von Bock has brought up heavy siege guns which are shelling the defenders with deadly precision. The losses suffered by the Germans and their satellites are colossal. They have neither the time nor the man-power to bury their dead or evacuate the badly wounded from the battle-field.

'There are no civilians left. Women and children, except army nurses, and doctors have all been evacuated.

'German progress is only in single yards, each yard littered with the German dead. The roads and valleys are strewn with twisted metal—remnants of German tanks, guns and planes.

'Every room in every house has become a battle-field. Hand to hand fighting continues. In some streets fighting has developed into countless clashes between German para-troops and tommy-gunners.'

STALINGRAD is on fire but the spirit of the defenders is by no means broken. The latest order of the Day says: 'We must hold STALINGRAD. We must never let the Nazis seize the Volga. Red Army men, hold on to your positions.'

And these heroic men, do hold on, mindless of the odds against them. For days now the German progress inside the city has been 'insignificant', one proof of which is the German propaganda inventing all sorts of excuses for the slow advance, the most fiendish plea being that the Germans go slow because they wish to spare the lives of the Russians. The German statement that at STALINGRAD they are engaged in a two-front battle is nearer the truth, inasmuch as they have to fight offensively inside the city and defensively outside to the north of it against Timoshenko's out-flanking forces.

Madagascar.—The British offensive had to be resumed owing to M. Annet's rejection of the armistice terms. The British forces advanced in 3 columns—one from MAJUNGA, which after taking ANDRIBA and ANKAZOBE and engaging the enemy at BRICKAVILLE has now entered ANTANANARIVO, the Capital; a second starting TAMATAVE, on the west coast—the chief port of the Island has come to within 90 miles of the Capital: and a third column starting from VOHEMAR on the north-east coast and moving again towards the Capital has captured SAHAMBAVA on the way. The casualties are small and the resistance

nominal as the French forces are averse to fighting the British. The British advance is rapid, in spite of rains, road block and destroyed bridges.

The Pacific.—Beyond IORIBEIWA which was reached last week the enemy has made no further advance towards MORESBY. He has yet to come into the level country round the port. Fighting here is sporadic.

2. Mopping up operations have been completed at Milne Bay and the area has been cleared of the enemy.

3. The strong fleet which threatened the SOLOMONS last week has now been withdrawn beyond the range of U. S. planes. On September 15, 16 and 17 American bombers strafed Rekata Bay and on September 16 and 17 they bombed ships and shore installations at GIZO. A Japanese Cruiser was attacked and hit north-west of GUADALCANAR.

4. Allied air forces raided RABAUL, BUNA, GASMATA, VITIAZ STRAITS, BUKA, KOKODA and Goodenough Bay.

5. Two large freighters, one medium freighter, a patrol boat, an oil tanker and a cargo ship were either sunk or damaged somewhere in the Far Eastern waters.

6. On September 4 and 14 American bombers carried out a strafing attack on enemy ships, aircraft and shore installations at KISKA, when two mine-sweepers were sunk, 3 cargo ships and 3 submarines were damaged, 4 zero planes were shot down and supply dumps were set on fire.

China.—Minor engagements are reported in the provinces of KWANTUNG, HONAN and KIANGSI. The Japanese attacks west and north of CANTON have ended in failure. The Chinese pressure on KINHWA and LANCHI continues. As a precaution against landing Chinese troops are scorching the coastal areas of FUKIEN facing the Japanese-held FORMOSA.

Egypt.—Seven British attacks on eight nights on TOBRUK and successive R. A. F. raids on BENGHAZI, MERSA MATRUH, FUKA, EL-DABA are reported. The Italian garrison at Gialo Oasis 500 miles from EL ALAMEIN was attacked and occupied by British motorised forces.

The Polish Army evacuated from RUSSIA has now joined the Allied forces in the MIDDLE EAST.

Air Raids.—The R. A. F. dropped 8,000 pound bombs on KARLESRUHE on September 2 and on DUSSELDORF on September 10. At the latter place 100,000 incendiaries were also dropped. On September 19 British bombers carried out a heavy attack on MUNICH the birth place of Nazism, the scene of Hitler's beer-cellar speeches and the centre of several important industries. Mines were laid in enemy waters.

Burma.—The American airforce machine-gunned BHAMO and bombed an oil barge near KATHA, and airfields at TINKA and LOIWING.

Wendell Willkie arrived in Moscow from KUIBISHEV on September 20, with a personal message from President Roosevelt to M. Stalin. He observed, 'Stalingrad is as much a British and American front as it is a Russian because the war is global'.

ALLIED Air Raids over ENEMY and ENEMY-occupied COUNTRIES.

Date.	Targets.	Damage caused by air bombardment.	Aircraft losses for Allies.	Aircraft losses for Enemies.
14—9—42 (Monday).				
	GERMNAY and GERMAN-occupied EUROPE.			
	No information available.			
	LIBYA and EGYPT.			
	Shipping and port installations at BENGHAZI.			
	The aerodrome at SIDI HENIESH.			
	Air fight off TOBRUK.	5 more planes damaged.		2 planes.
	CRETE.			
	Dock facilities and shipping at SUDA BAY.	One ship set on fire another hit.		
	RUSSIA.			
	Air combats and aircraft on the aerodromes along the whole Front.			
	German communications behind the lines in STALINGRAD area.			
	German bridges across TEREK River.			
	FAR EAST.			
	ALEUTIANS.			
	Japanese shipping and troops at KISKA Island.			
	TENIMBER Islands.			
	Two enemy cargo ships at SAUMLAKI.			
	NEW GUINEA.			
	Enemy positions in the OWEN STANLEY area.			
	SOLOMONS.			
	An enemy cruiser east of TULAGI.	Damaged.		

ALLIED Air Raids over ENEMY and ENEMY-occupied COUNTRIES—*cont.*

Date. Targets.	Damage caused by air bombardment.	Aircraft losses for Allies.	Aircraft losses for Enemies.
15—9—42 (Tuesday).			
GERMANY and GERMAN-occupied EUROPE.			
NIGHT :—			
The docks at CHERBOURG.			
Laying mines in enemy coastal waters.			
LIBYA and EGYPT.			
The patrol installations and the Jetties in the harbour at TOBRUK.			
Air combats over the battle area.	More planes damaged.		2 planes.
RUSSIA.			
Air combats and grounded aircraft along the entire Russian Front.			
FAR EAST.			
BURMA.			
The aerodrome at MYITKYINA.			1 plane.
Rivercraft in the vicinity of MANDALAY.	Barges set on fire.		
NEW GUINEA.			
Enemy positions in the OWEN STANLEY area.			
The aerodrome at BUNA.			
Dispersal areas at BUKA.			
NEW BRITAIN.			
The aerodrome and aircraft on the ground at RABAUL.			
16—9—42 (Wednesday).			
GERMANY and GERMAN-occupied EUROPE.			
DAY :—			
Offensive sweeps over Northern FRANCE. **Offensive patrol over the FRENCH** coast from BERCK to LE TREPORT. **Fighter base** at ABBEVILLE.	}	1 plane.	
NIGHT :—			
Military and Industrial objectives in the RHUR, including WISBADEN. **Enemy supply ships** off the NORWEGIAN coast.	2 ships hit.	2 planes.	2 planes.
Air combats over BAY of BISCAY.			1 plane.
LIBYA and EGYPT.			
Shipping at BENGHAZI.			
Shipping and port facilities at TOBRUK.			
Enemy landing grounds between FUKA and MERSA MATRUH.			
Targets in the EL DABA area.			
RUSSIA.			
Air combats and aircraft on the aerodromes along the entire Eastern Front.			
FAR EAST.			
NEW GUINEA.			
Enemy positions in the OWEN STANLEY area.			
ALEUTIANS.			
Reconnaissance over KISKA.			
SOLOMONS.			
GIZO Island.			
17—9—42 (Thursday).			
GERMANY and GERMAN-occupied EUROPE.			
DAY :—			
Patrol over the BAY of BISCAY.		1 plane.	3 planes.
NIGHT :—			
The docks at BORDEAUX.			
LIBYA and EGYPT.			
Shipping and dock areas at TOBRUK.			
Military objectives in HALFAYA PASS.			
Objectives in the EL DABA area.			
Offensive Patrols over the battle area.			

ALLIED Air Raids over ENEMY and ENEMY-occupied COUNTRIES—*cont.*

Date / Targets	Damage caused by air bombardment	Aircraft losses for Allies	Aircraft losses for Enemies
17—9—42 (Thursday)—cont.			
MEDITERRANEAN.			
Enemy merchantships north of TOBRUK.	Many ships hit.		
A 2000—ton merchantship in the central MEDITERRANEAN.			
RUSSIA.			
Air combats and aircraft on the aerodromes along the entire battle field.			
FAR EAST.			
NEW BRITAIN.			
Enemy installations at RABAUL.	Big fires started.		
The aerodrome at GASMATA.			
NEW GUINEA.			
Enemy supply lines and transport installations at BUNA.			
Enemy position in the OWEN STANLEY area.			
GIZO Island **SOLOMONS.**			
18—9—42 (Friday).			
GERMANY and GERMAN-occupied EUROPE.			
NIGHT:—			
Laying mines in enemy waters.			
Enemy shipping off the DUTCH coast.			
Railway targets in Northern FRANCE.		5 planes.	
LIBYA and EGYPT.			
Air combats over the battle area.			
Enemy tanks and armoured vehicles behind the battle area.			
RUSSIA.			
Air combats all over the Russian Front.			

Date / Targets	Damage caused by air bombardment	Aircraft losses to Allies	Aircraft losses to Enemies
FAR EAST.			
NEW BRITAIN.			
Enemy instalations at RABAUL.			
NEW GUINEA.			
Barges, stores and dumps at BUNA.	Heavy damage, 15 barges destroyed.		
Supply bases and installations at LAE and SALAMAUA.			
Enemy position in the OWEN STANLEY area.			
19—9—42 (Saturday).			
GERMANY and GERMAN-occupied EUROPE.			
NIGHT:—			
MUNICH.			
Industrial centres in the SAAR valley.			
Railway engine and goods train in Northern FRANCE.			
Offensive patrols over occupied territory.			
Enemy shipping off the DUTCH coast.		10 bombers.	
SICILY.			
Air combats over SICILY.			2 planes.
LIBYA and EGYPT.			
The harbour facilities and other objectives at TOBRUK.			
Axis encampments between EL ALAMEIN and EL DABA.			
A large ship off MERSA MATRUH.			
The road between TOBRUK and BARDIA.			
A landing ground west of the Frontier.			
RUSSIA.			
Air combats and grounded aircraft all along the Russian front.	For the week Sep. 12th to Sep. 19th.	205 planes.	310 planes.

ALLIED Air Raids over ENEMY and ENEMY-occupied COUNTRIES—*cont.*

Date.	Targets.	Damage caused by air bombardment.	Aircraft losses for: Allies	Enemies
	FAR EAST.			
	NEW GUINEA.			
	Anti-aircraft and supply installations at LAE.			
	The aerodrome at BUKA.			
	A supply dump at BUNA.			
	Enemy positions in the KOKODA area.			
	VITIAZ STRAITS.			
	A cargo vessel in the STRAITS.			
	GOODENOUGH BAY.			
	An enemy whaling boat in the BAY.	Sunk.		
20—9—42 (Sunday).	**GERMANY and GERMAN-occupied EUROPE**			
NIGHT:—	**A flak ship** off the DUTCH coast.	Sunk.		
	Laying mines in enemy waters.			
	LIBYA and EGYPT.			
	TOBRUK.			
	Landing grounds at EL DABA.	fires started.		
	Objectives in the SOLLUM area, MERSA MATRUH and the road west of EL DABA.			
	Air patrols over the battle area.			
	RUSSIA.			
	Air combats and aircraft on the ground along the Eastern Front.			
	FAR EAST			
	NEW GUINEA.			
	Huts, bridges and supply dumps at KOKODA	A large dump set on fire.		
	Water Front targets, anti-aircraft positions and buildings at LAE.			
	Enemy supply installations at BUNA.			
	Patrol activity over the OWEN STANLEY area.			

ENEMY Air Raids over Allied Territories.

Date.	Targets.	Damage caused by air bombardment.	Aircraft losses or: Enemies	Allies
15—9—42 (Tuesday).				
	BRITAIN.			
	No air activity at all.			
	RUSSIA.			
	STALINGRAD.			
	Russian communications east of STALINGRAD.			
	FAR EAST.			
	No information.			
16—9—42 (Wednesday)				
	BRITAIN.			
DAY:—	**Two places** on the south-east coast of ENGLAND.			
NIGHT:—	**Parts** of East ANGLIA.			
	RUSSIA.			
	STALINGRAD.			
	MEDITERRANEAN.			
	MALTA.		1 plane.	
17—9—42 (Thursday).				
	BRITAIN.			
NIGHT:—	**A place** South-East ENGLAND.		1 plane.	
	MEDITERRANEAN.			
	MALTA.		1 plane.	
	RUSSIA.			
	STALINGRAD.			
18—9—42 (Friday).				
	BRITAIN.			
	No information available.			
	RUSSIA.			
	STALINGRAD.			
	Russian communications east of VOLGA.			
	FAR EAST—NEW GUINEA.			
	Port MORESBY.	No damage.		

ENEMY Air Raids over Allied Territories—*cont.*

Date.	Targets.	Damage caused by air bombardment.	Aircraft losses for Enemies	Allies
19—9—42 (Saturday).				
	BRITAIN.			
Places on the North-east coast of ENGLAND.			2 planes.	
	RUSSIA.			
STALINGRAD.				
	FAR EAST.			
No information.				
20—9—42 (Sunday).				
	BRITAIN.			
No information available.				
	RUSSIA			
STALINGRAD.				
	FAR EAST—SOLOMONS.			
GUDALCANAR.				
21—9—42. (Monday).				
	BRITAIN.			
No information available.				
	MEDITERRANEAN.			
Reconnaissance over MALTA.				
	RUSSIA.			
STALINGRAD.				
	FAR EAST.			
No activity.				

SIDE LIGHTS.

THE PRICE OF LAWLESSNESS. The recent debate in the Central Assembly on the Indian disturbances, and the questions that were asked and answered officially on the subject have revealed the ghastly nature of the orgy of lawlessness that has resulted from the Quit-India Resolution passed by the Congress at BOMBAY. The price that INDIA has already paid in suffering, loss and degradation has been terrible. 550 Post offices were attacked, of which 53 were burnt, and 200 were seriously damaged. Stamps were looted to the value of a lakh of rupees. Losses to railways, including damage done to 250 stations and 24 rail derailments cost a crore of rupees. Casualties by police firing were 340 killed and 850 wounded ; casualties caused by the military 318 killed and 153 wounded. The number of police stations and posts attacked, was 70, of which 45 were destroyed ; the number of other public buildings, including courts, and treasuries, attacked was 85, of which many were destroyed. The damage to municipal and private property was serious and extensive. The

price of lawlessness, we repeat, was considerable, and the mischief inexcusable. It is sad to reflect that the sufferers have been the Indians themselves, their houses and property lost, their public utility services thrown out of gear, and now themselves having to foot the bill. They must reimburse the losses and rapair the damages.

It is sadder to reflect as Sir Reginald Maxwell, the Home Member, pointed out that the forces that should be facing the enemy at our gates should have been diverted to the task of quelling an attempted internal revolution.

It is saddest, to quote Sir Reginald again, that 'with Indian soldiers' repute never standing higher in the world, with victory drawing ever nearer, and with it the promised fulfilment of INDIA's highest dreams one political party, for its own ends should have descended to acts of sabotage as a means of enforcing its demands, regardless of the help thereby given to the enemy.'

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WINTER PORTENT. Mount Demavend, on the ELBURZ sector of the CAUCASUS lies in PERSIA, 60 miles north-east of TEHERAN. The Persians believe that the early fall of snow on the peak, some 6 weeks a head of schedule is a sign of Allied Victory. Whatever the basis of the faith, the early snows of Demavend, coupled with another report of snow fall on the heights above MOZDOK portends an early and severe winter. At present the snow is confined to the heights. But when it descends to the plains and valleys the Germans will be bogged as in the last winter, perhaps, more disastrously; they can neither advance nor retreat. In front of them will lie the CAUCASUS, 8C0 miles long and about 30 miles wide, with deep glens and gorges, with a heavy fall of snow and a damp climate: behind will lie seas of UKRAINE mud.

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MADAGASCAR. To those who know Laval and his ways it will be no surprise that M. Annet, the Governor-General of MADAGASCAR who earlier applied for an armistice should now have resumed hostilities. In June last, after the British occupation of DIEGO-SUARAZ, Anglo-Vichy negotiations for keeping the island free from Axis infiltration fell through from this man's perfidy. Through his Quisling ways MADAGASCAR continued to be reconnoitred by Japanese planes and to be used as a refuelling base for Japanese submarines. German agents continued to arrive. It was all part of Laval's flirtation with the Axis and his sinister intention to make an INDO-CHINA of MADAGASCAR. This is the explanation of M. Annet's present unexpected volte face from armistice to resumed hostility. But it is not going to affect the British decision to forestall Laval and occupy the island—M. Annet may break a few more bridges but can offer no effective

resistance. He has no men worth the name, and those he has have no heart in the fight. According to the latest reports British forces have entered ANTANANARIVO the capital of the island.

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NEW GUINEA. The Japanese who managed to outflank the Allies at KOKODA and negotiate the Owen Stanley Range are by no means at the end of their adventures. Though infiltration at which they are adepts has helped them thus far, the terrain, with its gorges lying in front of them is forbidding. When it is remembered that they took six weeks to traverse 12 miles till now they should be well aware that the 50 miles, yet to be travelled to reach MORESBY are not going to be easy. MORESBY, itself, thanks to General Mac Arthur's foresight is prepared in every way to meet the invader, and the lesson taught at Milne Bay which has now been completely evacuated by the enemy is too recent to be easily forgotten by the enemy.

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THE SOLOMONS. As GUADALCANAR is the only place where facilities exist for air bases, and as the Japs are unable to keep their navy in these waters, unsupported by the air-arm, it was evident from the beginning that they would not cease from making repeated attempts to recover the six islands now under American occupation. In fact, since the first American landing in the area there had been few days when the Japanese did not either raid or try a landing somewhere on these islands. At the end of August they made a big attempt, and again, in the last week they made another, only to be repulsed or defeated, each time. But as Rear Admired Blandy, Chief of the U. S. Bureau of Ordnance reminds, 'we have a second front out there in the Pacific, but it will be a tough job to maintain it.' Recent American successes in the area should not therefore be taken as a major offensive or a big success. The American attack is rather of a defensive character, mainly in defence of AUSTRALIA, though it has made a dent also in the Japanese protective ring in south-west Pacific.

The enemy is operating from the islands of GIZO and REKATA in the SOLOMONS group, some 200 miles from the GUADALCANAR area. American bombers and torpedo-planes in return are attacking Jap shore installations aircraft and warships. According to the latest reports flying fortresses hit two Japanese battleships north-east of TULAGI. On September 15, 16 and 17 Rekata Bay was bombed and on September 16 and 17 enemy ships in GIZO Island were attacked. It is also important to note that supplies and reinforcements are continually reaching U. S. forces in the SOLOMONS—proof that the sea lanes are kept open and the American position has been consolidated.

EUROPA. The much-advertised European Youth Movement is now taking place at VIENNA, though it is not known whether according to Axis Propaganda, Hitler and Mussolini will meet there for the occasion. Meanwhile Goebbels has presented the movement with a badge of EUROPA riding on a bull, and he has stated that it is an emblem of the spiritual and political tendencies of the movement. We fail te see where its spirituality or its politics lie. Perhaps the bull represents the wild Nazi animal which has broken through its territorial hedges and trodden all political principles and international ethics under its hoofs. EUROPA, according to legend, is the dauguter of Phoenix, and will no doubt rise from her own ashes, though carried away for the time being by the Nazi bull. While Hitler is raising a hecatomb for the European youth in the Russian plains it is ghoulish to start a youth movement for their welfare. The movement cannot solve the problem of hunger with which EUROPA is now faced nor bring her future prosperity for which she is awaiting the day of her liberation by the Allies, and which they hope to hasten meanwhile by systematic sabotage which, the Nazis, in their turn, try, in vain, to suppress by mass murders.

Here is one of the latest instances of a mass murder, now frequent in EUROPE :–VICHY, September 18, General Stuelpnagel, Commanding the German Military Forces in PARIS announces that 116 'Communist terrorists' have been shot for complicity in attacks on German troops. Large scale deportations have also been carried out. Besides the closing of all places of entertainment, non-German civilians are forbidden to be in the streets from 3 p.m. until midnight on Sunday—the day on which the communist demonstrations were originally planned.

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MATTERS AMERICAN. 1. *Collaboration.*—As Walter Lippmann, the American Columnist told in a B. B. C. Postscript on Sunday last, American and British relations are so intermixed that it is difficult to say which of them are domestic and which foreign—the contacts are so numurous and the interests so identical.

2. *War Production.*—Mr. Donald Nelson, Chairman of the War Production Board said on September 17, that the U. S. production was 'almost at the maximum.' Lest it should seem a contradiction of President Roosevelt's recent statement that 'at present the country was operating at 50 per cent of its production capacity' Mr. Nelson hastened to explain that what he meant was that the time had arrived for the Production Board to schedule for eventual total mass production in a particular plant. He addded that production would be in full flow in January and February.

3. *The Army's strength.*—Major General Hershey—Selective Service Director of the U. S. Army stated on September 20 that the U. S. Army now 4,000,000 strong will exceed 4,500,000 at the end of the year and grow to 10 millions by the end of 1943.

4. *The Air Arm.*—The U.S. Army and Navy Air Arms have now the most 'versatile' fighter force of any nation, with different types designed for different purposes, and for service in all climates and in all fronts.

Replying to a charge of inferiority by a senator Col. Knox replied, 'If you want to find out about the navy's planes up there (ALASKA) take the batting average and decide for yourselves'.

Mr. Henry Kaiser is building 3 sample mammoth cargo planes at a total cost of £ 4,500,000.

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THE GALAPAGOS. It goes without saying that the Panama Canal is to the New World what the Suez Canal is to the Old World. Its defence is vital to hemispherisc safety. Consequently MEXICO, CUBA, HONDURAS, PANAMA, BRITISH WEST INDIES, BRAZIL and U. S. have combined in safeguarding the area. On the Atlantic side its defence has been secured by the neutralisation of MARTINIQUE and GUADELOUPE. But on the Pacific side its position continues to be weak. To strengthen this side, U. S. has established bases at SALINA CRUZ and Money penny Anchorage. The present occupation of the GALAPAGOS group with its 'perfect' harbours is to close the weak spots on the southern side and so complete the Pacific 'apron' of the Pacific Canal.

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THE BRITISH NAVY is now strong as ever, and even stronger. Speaking at SHEFFIELD on September 20, Mr. A. V. Alexander, First Lord of the Admiralty told his listeners that the battleships, aircraft-carriers and cruisers of the Royal Navy lost during the last 27 months had been replaced and the destroyers have been more than replaced. Following this comes the announcement of the commissioning of two new battleships, the *Anson* and the *Howe*, giants of the King George V class, of 35,000 tons each, with further improvements and better provision against air attack. The 14 inch guns of the *Anson* and the *Howe* belong to a new model, with an effective range considerably greater than that of the 15 inches mounted in the earlier types. Their cost is given out as £ 2,900,000. The *Lion* and the *Temeraire* which are nearing completion are even bigger giants of 40,000 tons.

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THE R. I. N. Though the extent of the growth of the Royal Indian Navy is a matter that must remain a secret for military reasons there is no doubt that its development of

late has been rapid. The increase of shipping is said to be at the rate of a ship a month. New Training Schools have been opened, and gunnery courses have been started. Big alterations and expansions are being made to Indian dockyards. The recruitment to the Navy is in thousands. The dockyard workers' Trade Union has been placed on a satisfactory footing. The pay of naval ratings and officers has been increased, especially for those serving afloat. Warrant officers have been placed on a footing of equality with those of the Royal Navy. Vice-Admiral Sir Herbert Fitz Herbert, Flag Officer commanding the Royal Indian Navy, after a week's inspection of naval establishments broadcast in BOMBAY on September 19, 'I am not easily satisfied but I should like to make it known that what I have seen in Bombay during this busy week has been eminently satisfactory. There is a splendid spirit running through all the large collections of men who are being trained and the progress being made should satisfy the most exacting critic.' He added, "H. M. S. *Dalhousie* on board which ship many hundreds of sailors are being trained, was a hive of happy activity, every branch of the sailor's trade taking its rightful place in a varied and interesting curriculum.

"The Signal School deserves special mention. Here hundreds of Communication Ratings and officers, both of the R. I. N. and the R. N., are being trained in the most up-to-date methods of signalling by flags, Morse and wireless telegraphy.

"The new Gunnery School, which has been laid out to the best advantage, is full of officers and men being instructed in the latest mysteries of gunnery so that they can handle and maintain the armament of a modern man-of-war.

SPLENDID EFFORTS

"I was fortunate to be able to go to sea on one of the latest fast submarine chasers of the R. I. N. Built in India by Indian labour. She is a fine little ship, capable of administering a death blow to any enemy submarine she makes contact with.

"One of the most interesting inspections I carried out was at the school which teaches officers and men of the merchant navy how to use defensive armament, with which their ships are eqipped. Here no less than 16,000 officers and men have been trained in the last 12 months.

"A visit to the R. I. N. dockyard revealed a very satisfactory state of affairs. Ships of the R. I. N., the R. N., and of Allied Navies were under repair. The 8,000 workmen are working to capacity, and I am very proud of the splendid efforts they are making in this very important section of India's war effort.

"All listeners can be satisfied at the efficient progress, and continued expansion that is being made by the R. I. N. Officers and men are intensely keen

and enthusiastic, and I will guarantee that, when they are called upon for the greatest efforts, and efficiency, they will not fail you.

LETTERS OVERSEAS

"A new training depôt, which will cope with 2,000 new recruits, is now in existence, as if by the wave of a magic wand, and training of India's youth for the navy is proceeding apace.

"An activity, which I know will be of interest to all in India, is the handling of mails for India's soldiers overseas. Mails have a direct effect on morale, and play an important part in the contentment of our troops, and the Naval Staff is happy in its ability to send more than 16 million letters every month to our troops overseas.

"For obvious reasons I cannot, of course, go into the technical details of our organisation, but I can say that, taking it all round, it has been a very satisfactory week for me, and I am deeply gratified at the zeal that has been shown by R. I. N. personnel everywhere.

"A thousand years ago India was a great maritime nation; it is up to us, yes and to you, to keep that 1,000 years-old shield burnished bright."

The Royal Indian Navy was open to all, emphasised the Admiral, irrespective of class, caste or creed. The difficulty in drafting adequate numbers of technical personnel was experienced and it would persist until INDIA produced more technical personnel. However, he proposed to enlist men who had been recruited under the technical training scheme of the Government of INDIA, and train them on a naval syllabus.

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INDIANS IN THE MERCANTILE MARINE. Broadcasting on September 15 Sir Azizul Haque High Commissioner for India, gave out that the number of Indians in the British Mercantile Marine was about 40,000. They were serving in every type of craft, in the Atlantic, Pacifiic and Indian Oceans, and had proved their endurance and adaptability to all weather conditions. Ten of these seamen have so far received the British Empire Medal for heroic and courageous acts.

To look after their welfare there were three Welfare Officers in LONDON, GLASGOW and LIVERPOOL, addition to Port Welfare Committees.

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THE WAR RESOURGES COMMITTEE of the Viceroy's Executive Council, which, it may be remembered was set up, at the instance of the Grady Mission is, for all practical purposes, the equivalent of the War Cabinet in BRITAIN, and its business is almost every thing connected with the war except strategy. As a

result of its labours Indian industries have been rationalised. INDIA'S war orders which stood at Rs. 83 crores in 1939 have been increased to 365 crores. It has established new ordnance factories, introduced schemes to increase steel production, expanded ship-repairing and construction yards, arranged for repair of service aircraft and has engaged the services of production Engineers and technicians from U. S. Being under the direct supervision of the Viceroy, it is possible to take quick decisions.

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UNEASY BEDFELLOWS. 'The Axis relationship between Germany and Japan is merely a "marriage of convenience" and nothing more', writes Eredrick Opper, former Shanghai correspondent of the *Christian Science Monitor*. Elaborating this statement, Mr. Opper declares: 'It is problematical whether Japan distrusts Germany more than Germany detests Japan. In Shanghai, the Germans have not gained a single advantage from the result of the liquidation of American and British concerns there; and the Germans are bitterly disappointed over this. Tokyo is determined that Japan should be the sole power to profit by any gains made available through the Japanese Army or Navy. Germans living in some of the Japanese-occupied areas have been forced to wear armbands. Also, they have been unable to obtain gasolene for their automobiles. **In fact, the Germans have been pushed about by the Japanese in a way that makes many wonder if Japan includes Germany on her list of enemy countries.** The reason for this double-barrelled animosity is simple enough. The Japanese have no intention of giving away any of the fruits of their victories, particularly to a nation that has given evidence of Germany's voracious appetite. Nor does Germany have any desire to see what it considers as a second-rate, inferior people hoard the vast resources of Asia which Berlin eyes greedily. Japan feels quite sure that a victorious Germany would never be satisfied with seeing oil, rubber, and tin from southern Asia going elsewhere than where Germany wanted them. Equally, the Germans know that the Japanese eradication of American and British concerns from China will not long precede that of German business in the same areas.'

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THE AXIS LYING PROPAGANDA. Axis propaganda has been busy of late multiplying the Allied losses. According to the Japanese 'News' in English the U. S. Navy has lost one-third of its battleships, three-fourths of its aircraft-carriers and about one-half of its cruisers while the Japanese navy of course remains 'intact' and 'mighty'—All this it is unnecessary to add is a tissue of lies. TOKYO has adopted the Nazi trick of multiplying the Allied losses. In the present instance the U. S. battleship and aircraft-carrier losses have been

multiplied by $2\frac{1}{2}$ and the cruiser losses by 18. JAPAN forgets that her own losses in carriers, cruisers and destroyers amount to 250,000 tons against 150,000 tons for U. S. She has, in addition, lost 6 aircraft-carriers against the American loss of 2 capital ships and 2 aircraft-carriers.

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THE GERMAN LIE. Meanwhile, BERLIN is also inventing her own lies and making her propaganda to show that her *Luftwaffe's* attacks on BRITAIN are no less intense than the R. A. F.'s attacks on GERMANY and occupied Western EUROPE. The intention of course is obivious—it is to improve the German morale sinking disastrously under the R. A. F.'s increasing blows. This line of propaganda is intended to prove that, inspite of its preoccupations in RUSSIA, the *Luftwaffe* is still able to counter the R. A. F. attacks. But the lie is easily nailed to the counter. During August, for instance, the R. A. F. carried out offensive operations on 17 days and 14 nights over German EUROPE against the *Luftwaffe's* 13 days and 17 nights over BRITAIN; but while the British forces ranged from one squadron to 500 aircraft the *Luftwaffe* ranged from a single aircraft to 30 only.

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THE 'KINHWA' LIE. Among the lies manufactured in the Axis propaganda dens JAPAN'S falsehood about KINHWA is the latest and the most audacious. The Japanese who have been driven from point to point and have lost most of the strategic positions in CHEKIANG and KIANGSI are now practically besieged in KINHWA. Yet they have the effrontery to say that the battle of KINHWA is a 'fiction.' Nor do they stop here. It is now put out that the Japanese withdrawal from the CHEKING-KIANGSI Railway was a 'military readjustment for convenience of operations, and not a retreat'; while as a matter of fact some 170,000 Japanese have actually retreated across 250 miles.

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JAPANESE TOYS. Japanese fortunes have been built on toys. She made her money on toys. Now JAPAN is said to offer her toys in exchange for rice from INDO-CHINA, just as Dr. Schacht of GERMANY offered mouth organs and pianos made in Nazi land in exchange for cotton in AMERICA. JAPAN is now engaged in a new toy-trade. She is reported to be making midget planes for being carried in submarines, while BRITAIN and AMERICA are building giant cargo ships and aerial dreadnoughts. JAPAN will use her midgets for nuisance raids, terrorisation, and spying—fit occupation for a tiny, thieving race, with their tiny toy planes.

OUR FAITH MUST BURN AS FIERCE AS EVER.

Lord Halifax's Broadcast from Washington, September 20.

"I was in London recently and got one or two impressions, about which I would like to tell you. The British mood has changed.

"It is no longer 'We can take it.' We feel that when Hitler starts again, our night fighters and anti-aircraft guns will be able to take a bigger toll. I found the recognition that while capacity to take punishment might avert defeat, only capacity to hand it out would bring victory.

"With eager satisfaction the British people have seen the first offensive blows delivered on the Japanese, and watched the armies of Russia exacting a fearful price for every yard they yield.

"Everybody is impatient to get to grips. Everybody feels better for such actions as the great raid on Dieppe, is stirred by news of the big bombing attacks on Germany, and hears with enthusiasm of daring exploits in the Channel, and the Mediterranean.

"With this feeling went another, that neither a persistent, relentless offensive, nor a solution of the problems of supply will, by themselves, win victory.

"Behind the formidable mass of Nazi material lies the still more formidable fact of Nazi fanaticism.

"For eight years the Germans have been living in a mental concentration camp. So when we have out-gunned, out-tanked and out-planed the Axis we must see that the flame of our faith burns as fiercely as theirs.

WHAT MATTERS REMAINS.

"Large numbers of American soldiers, sailors and airmen are passing in and out of London every day. Among the many sights they come to see one of the first is St. Paul's Cathedral.

"Two years ago it was hemmed in by building of every kind. These have crumbled into dust and ashes under bombs, and to-day St. Paul's stands clear and majestic, its great cross of gold above the city sharply cut against the sky. Surely, there is something symbolic in that.

"The confused mass of buildings has gone—the rubbish has gone, but what really matters remains.

"A great deal we thought we valued has gone, but we have found again something that matters.

"Although we see the war as one for the liberation for enslaved peoples, we also see it as a struggle to keep open the road from the Christian past to a more Christian future.

"The real issue for us is whether Christianity and all it means is to survive. We have only realised its value now that we are in danger of losing it, and have a clear picture of what life on the Nazi model would be like.

THE CHRISTIAN WAY.

"The Nazis will say that Christianity offers no answer to the pressing problems of life. But we know that there is a better answer.

"By the Christian way we can and shall conquer poverty, insecurity and unemployment. So there is among the British a deeper sense that it is not enough to recognise the source, and value of our birthright.

"We have to dedicate ourselves to its defence. The recovery of old truths is giving us new confidence in ourselves and our future.

"During the last three years we have learnt the new humility which we needed. We have resolved never again to lose the new sense of values which we have won through the war. We shall uphold them at whatever cost, so that we may build the future in which they shall rule the lives of men."

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20 DAYS MORE FOR NEW PHASE OF WAR.

Nazi's will be caught in Ring of Steel Forged in Sheffield.

The Minister for Production, Captain Oliver Lyttleton, who in July declared :—" In the next 80 days we shall face one of the gravest crises in our history" said in a speech on September 16 :—

"Nineteen or twenty of these 80 days remain and at the end of that time war will definitely begin to enter a new phase.

"We are approaching a breathless moment when, if Russia can hold on to her present positions for a few more weeks, the balance will begin to swing in our direction.

"If we can look back at this time and feel that we have left nothing undone, we would have played our full part in victory.

"With the gallant resistance of the Russians and our gathering forces, Germany must feel that if she survives the icy grip of a fourth war winter it will only be to find herself surrounded in a ring of steel, part of which will have been forged in Sheffield."

R. A. F. OFFENSIVE ON GERMANY.

DOES WITH BOMB WHAT GERMANS DO WITH TORPEDO.

There is a trend in our choice of bombing targets which will be worrying the German High Command, observes the *Manchester Guardian*. For the time being we have slackned in our valuable defensive, bombing of submarine works. Instead, we are maintaining a severe bombardment of Germany's railway towns and main lines. To her they are as important as the ship-building yards and ocean routes on which we depend. What else supports the mighty thrust in Russia but those railways which Hitler said were so strained in last winter's frosts? By what other road could armies be brought quickly back to meet an invasion in the west? Not only do the German railways carry enormous military traffic (Italy and North Africa too are served by them) but the internal life of Germany is fed by them and her canals and rivers.

RAIL TRANSPORT, THE TARGET

In their attacks on this heavily laden system, the Allies are doing with bomb what the Germans seek to do by torpedo. Our intent was shown when fighters had orders to riddle the boilers of engines working along the lines in Northern France. We have since chosen towns which have important junctions and railway works of one kind or another. Kassel is one of the chief locomotive-building towns and the centre of a knot of lines joining North Germany to the middle Rhine. Osnabruck is where the shortest route from Berlin to Rotterdam crosses the line from Bremen to the Ruhr. Saarbrucken commands a group of railways leading from Germany into the middle of France. Karlsruhe is where the line running from Frankfort to Switzerland and Italy is joined by lines from Saarbrucken and in the east from Stuttgart. Like Kassel, these three towns have important railway work-shops as well as warehouses natural to such ports on land.

VALUABLE LONG-TERM POLICY.

Wearing down the German railway transport system by bombing would be a valuable long-term policy. It would hasten that slow deterioration produced by its neglect before the war and its over-use during it. Yet the High Command cannot have an assurance, unpleasant enough in itself, that this is our real intention. Did they see any connexion between these raids and a campaign they must have studied, that planned and directed so brilliantly against France by the great Moltke when he set up his headquarters at Mainz and kept two army corps there because of its admirable position for moving troops either up or down the Rhine? It is surely noticeable that all these railway towns lie on the main railways which would be used by Germany for any movement of troops to France.

Germay's leaders are much moved by the prospect of invasion, and their inability to drop the subject of Dieppe is one sign. Admiral Lutzow said in a broadcast on August 26 that Dieppe was not an invasion attempt. But five days later someone produced a British " operational order " which was meant to show that Dieppe really was our second front. If one raid can thus excite German strategic imagination, we may wonder what it is making of our concentrated attacks on western railway towns. Are the British, the Germans may ask, hoping to increase our difficulties in supplying the Russian front this winter ? But if we were really trying (they may think) to break up or slow down communications across the Rhine, it might reveal a more imminent threat. After all, if we were thinking of landing in Europe next spring, would we be attacking the Rhine crossings now and leaving all winter for them to be repaired ? "Can it be, then," They will ask " that these bombings herald something much closer ?"

MUKDEN DAY.

(*September, 18.*)

Mr. Hull's Tribute to Chinese People.

Commenting on the anniversary of the Mukden incident, which started the war at China, Mr. Cordell Hull, U. S. Secretary of State, at a Press conference stated :

" September 18, as the whole world knows, marks the eleventh anniversary of the fateful step of aggression in Manchuria by the Japanese war lords. The course of aggression there embarked upon was followed by successive aggressions in Asia, Africa, Europe and has led step by step, to the presen world conflict.

The American Government and people sincerely admire the gallant resistance offered by the Government and people of China to the ruthless and lawless Japanese aggressors. We are confident that the military efforts of a free people, which have been the inevitable answer to the brutal predatory Japanese attacks on peaceful populations, will defeat and destroy the military caste that controls Japan."

THE POLLUTING TROPHY.

A Japanese flag captured from enemy headquarters on the Pacific island of Makin was presented on Sep. 17 to President Roosevelt by the U. S. Marine Crops. The flag was seized by U. S. Marines when they raided the Japanese base at Makin recently, destroying all the naval facilities there. When presented with the flag, President Roosevelt declared in a firm voice : " I am not going to receive it. I will look at it, and tell you to take it back, and put in the historic archives of the Marine Corps." Then, in a manner which indicated that he might be contaminated, the President added : " I don't think I want to touch it."

THINGS YOU SHOULD KNOW.

(1) E—BOATS OF THE DESERT.

(Illustrated Weekly of India).

"Our mobile Columns were active and harassed the enemy's flank, causing losses to his transport and inflicting damage on his armoured Vehicles".

Behind bald announcements of this kind lies a story of skill, daring and thrills, a story of the "E-boats of the Desert," fast armoured cars which impudently sweep upon the enemy, shooting up his tanks, destroying his supply columns, and then rushing to another part of the vast, sandy battlefield, to go through the same performance all over again.

In this form of bold, breathless warfare Indians are playing a grand part side-by-side with the British. Suited by temperament and training to this type of daring fighting, they are disconcerting the Germans, who never know at what moment a racing, roaring cavalcade of steel may swoop down on them when they least expect—or desire—it.

For the rôle of the mechanised Cavalry units is essentially one of attacks, to seek out the enemy at every possible opportunity, to force him to fight, and to destroy him. From making mincemeat of the "soft-skinned" vehicles which carry much needed supplis to Rommel's out-posts, to pitting their fire-power against the thick hide of a tank—it is all in the day's work.

Another part of their job is to "recce", and report every move of the enemy, to act as the "eyes and ears" of the Divisional Headquarters further back, so that heavy armour may know in good time of any big advance, and deploy in order to break it up.

These fleets are admirably comprised to carry out their aggressive rôle. They consist of the minimum of men and the maximum of weapons—25 pounders, anti-tank guns, Bren guns and mortars.. In size they vary considerably. Sometimes they consist of a score of vehicles, and sometimes of only half-a-dozen. Always they are hard-hitting and swift, quick on the draw, and snappy in making a getaway before the enemy can summon more support to overhelm them.

TATA'S STEEL.

The vehicles consist of the latest type of armoured cars and carriers. The Indian crews are very proud of the fact that the bullet-proof steel which protects them was made by the famous Indian firm of Tata.

(2) CATAPULTED FIGHTERS.

Since the Merchant Ship Fighter Unit was formed, about 13 months ago, not a single ship in a convoy defended by a catapulted fighter aircraft of the Unit has been lost by enemy air attack.

The idea of a catapulted fighter was Mr. Churchill's, says *The Times* Aeronautical Correspondent. The enemy had been taking a steady toll of Allied merchant ships in attacks by long-range Condor and Kurier bombers, and the Prime Minister suggested that R. A. F. fighters should be carried in each convoy to tackle the raiders.

Specially strengthened Hurricanes are used for the work, and they are carried on board what are known as "Cam" ships on whose decks catapults are fitted. The first pilots employed for this work were men who had fought throughout the Battle of Britain.

When a raider is sighted, the Hurricane is catapulted off to attack it. When the pilot is shot down, or driven off, or is running short of petrol, he signals to the nearest naval escort vessel, flies about half a mile ahead of it, and bales out into the sea.

The M. S. F. U. is a good example of inter-Service co-operation. The Royal Navy provides men known as fighter direction officers, catapult men for maintenance, and signal ratings; the R. A. F. supplies the pilots, "ground" crews and aircraft; and the Merchant Navy provides the ships. A number of German aircraft has been shot down by these pilots.

(3) CARGO PLANES.

The American ship builder, Mr. Henry Kaiser, is to build three sample mammoth cargo planes at a total cost of £ 4,500,000.

"The planes will determine the feasibility of construction on a mass production basis. Mr. Kaiser will build samples without profit."

(4) THE "YAK"

The Soviet Army's latest and fastest fighter plane, the "Yak", was named after Alexander Yakovliev, Russia's leading fighter designer and now Vice-Commissar for aeroplane construction. Comparing his Yak to the latest type of Messerschmitt put into mass production, he claims for it not only higher speed but considerably greater fire power. Messerschmitts, even when in superior force, do not like to take on the Yaks. In anything like on equal fight, their losses are always higher.

(5) U. S. BOMBERS REDESIGNED.

"America's four-engined bombers—the Flying Fortress, the Liberator, and the B-24—are being redesigned with the particular view to bombing Germany."

The present bomb-carrying capacity of these planes will be more than doubled. A bomb-load now is about three and one-half tons. This change will not materially affect the planes' speed or high-altitude performance.

"Only the range of the Flying Fortress, originally and primarily designed for flights of 4,800 to 6,400 kilometres over the Pacific, will be affected, but even if the range is halved, sacrificing fuel for bombs, the plane will still be able to go far into Germany and occupied Europe from British bases and return."

PROGRAMME OF LECTURES

OF THE

Pudukkottai State National War Front Bureau.

1942— **LECTURE CXIV—**(*Batch 1*).

September ...	26, Saturday ...	Municipal Office ...	7.45 p. m.
	27, Sunday ...	Puvarasakudi ...	7.00 p. m.
		Venkatakulam ...	7.30 p. m.
	28, Monday ...	Tirumayyam ...	7.00 p. m.
		Melur ...	7.30 p. m.
	29, Tuesday ...	College (A) English ...	10.15 a. m.
		Perungalur ...	7.00 p. m.
		Adanakkottai ...	7.30 p. m.
	30, Wednesday.	C. S. M. High School ...	10.00 a. m.
		Rani's High School ...	10.15 a. m.
		College Tamil (Branch School.)	10.15 a. m.
		Arimalam ...	7.00 p. m.
		Kilanilaikkottai ...	7.30 p. m.
October ...	1, Thursday ...	Malampatti ...	7.00 p. m.
		Perambur ...	7.30 p. m.
	2, Friday ...	P. Puduppatti ...	7.00 p. m.
		Vendampatti ...	7.30 p. m.

1942— **LECTURE CXV**—(*Batch 2*).

October ...	3, Saturday ...	Municipal Office	...	7.45 p. m.
	4, Sunday ...	Kudumiyamalai	...	7.00 p. m.
		Parambur	...	7.30 p. m.
	5, Monday ...	Nachchandupatti	...	7.00 p. m.
		Virachchilai	...	7.30 p. m.
	6, Tuesday ...	Vengalur	...	7.00 p. m.
		Konapattu	...	7.30 p. m.
	7, Wednesday.	Nallur	...	7.00 p. m.
		Mandaiyur	...	7.30 p. m.
	8, Thursday ...	Panayappatti	...	7.00 p. m.
		Rangiyam	...	7.30 p. m.

THE FOLLOWING PLACES WILL BE VISITED BY THE ADVERTISING PARTY OF THE NATIONAL WAR FRONT BUREAU FROM 4 P. M. TO 5 P. M. ON THE DAYS NOTED BELOW. THE STATE BAND WILL PLAY; POSTERS WILL BE EXHIBITED; AND HAND-BILLS WILL BE DISTRIBUTED AND EXPLAINED.

Saturday	...	26— 9—42	...	Tirumayyam.
Sunday	...	27— 9—42	...	Tittanviduthi.
Monday	...	28— 9—42	...	Mullankurichchi.
Tuesday	...	29— 9—42	...	Perambur.
Wednesday	...	30— 9—42	...	Kilanilai Puduppatti.
Thursday	...	1—10—42	...	Kulipirai.
Friday	...	2—10—42	...	Pudukkottai.
Saturday	...	3—10—42	...	Ponnamaravathi.
Sunday	...	4—10—42	...	Virachchilai.
Monday	...	5—10—42	...	Viralimalai.
Tuesday	...	6—10—42	...	Konapattu.
Wednesday	...	7—10—42	...	Rayavaram.
Thursday	...	8—10—42	...	Alangudi.
Friday	...	9—10—42	...	Pudukkottai.

Sri Brihadamba State Press, Pudukkottai. 1,000—27-9-42.